Very early $5.00

1860?

Berry, Courtney & Wilson

MANUFACTURERS OF

DRAWBARS, FACE PLATES,

FOLLOWER PLATES,

DRAFT KEYS, LINKS,

PINS &c.

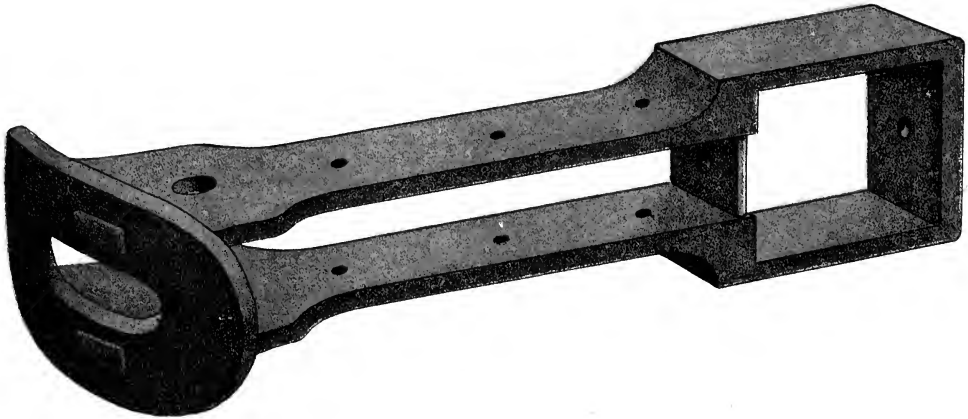
PITTSBURGH

OFFICE

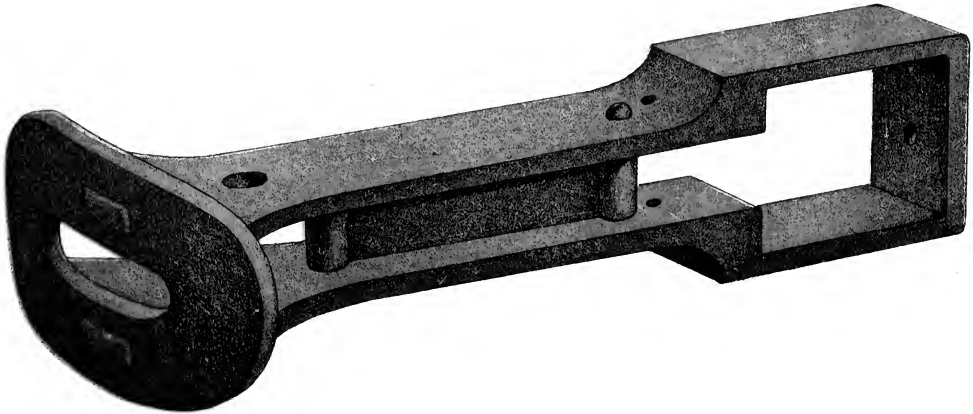
COR. WOOD ST. & SIXTH AVE.

Otto Krebs lith. Pittsburgh

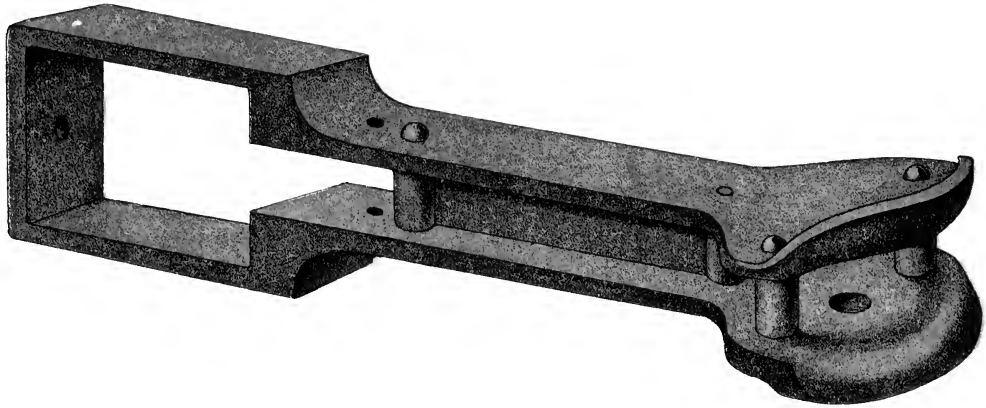
Northern Pacific Ry.



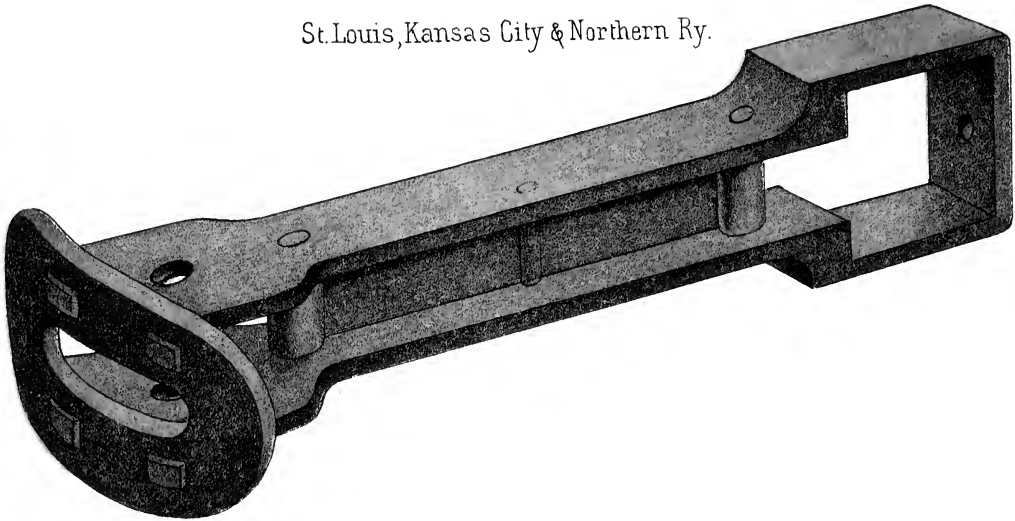
Atlantic & Great Western Ry.



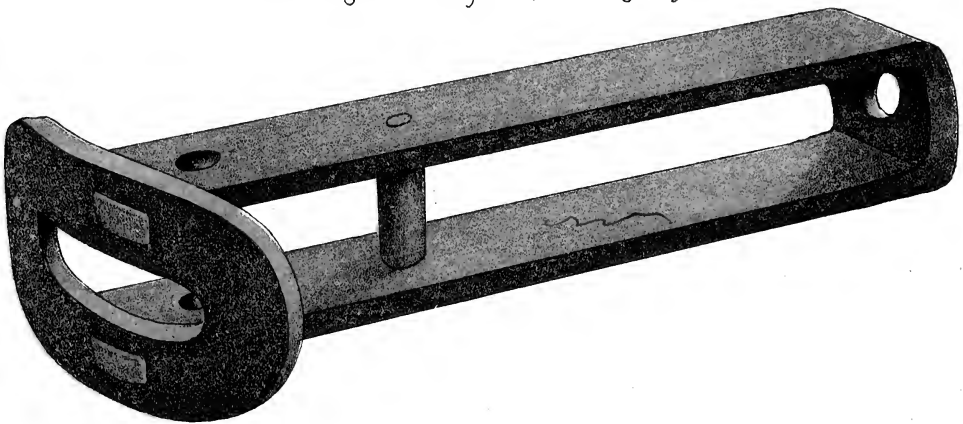
Atlantic & Great Western Ry.



St. Louis, Kansas City & Northern Ry.

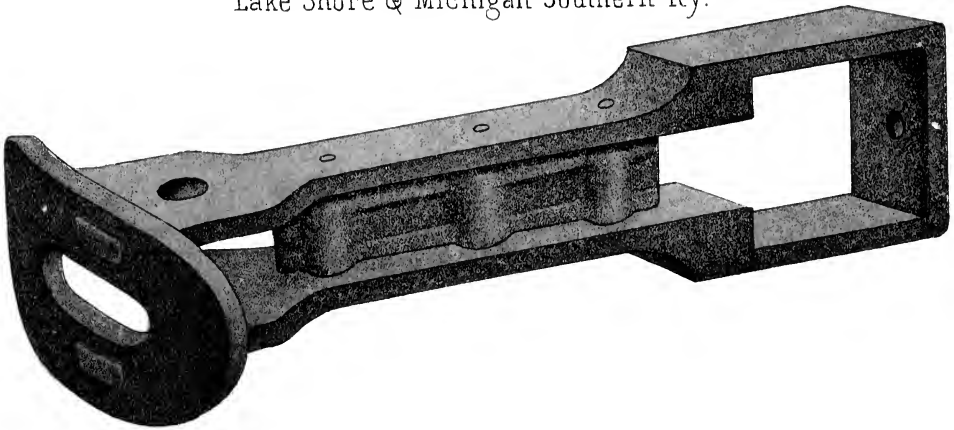


Pittsburgh, Fort Wayne & Chicago Ry.

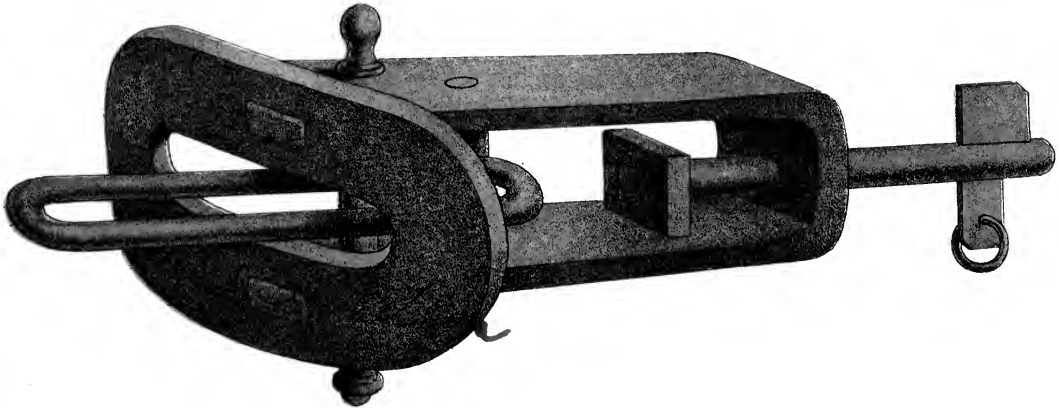


J. T. Wilson & M.

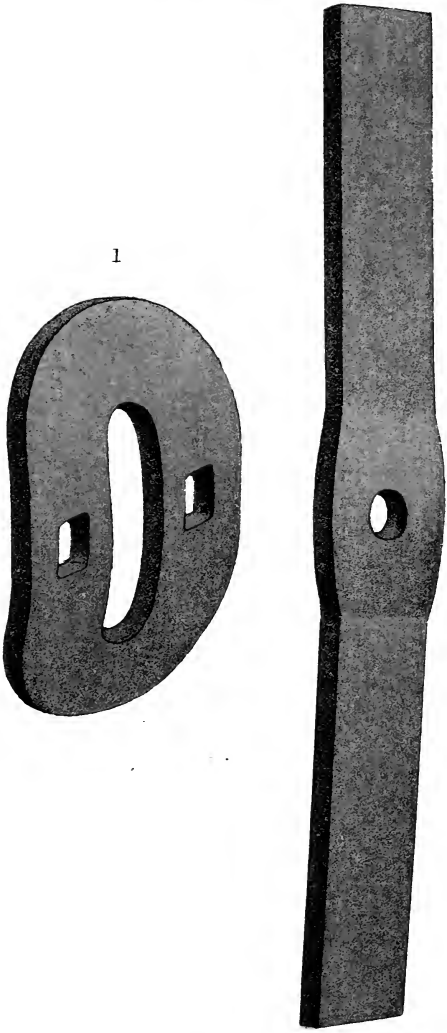
Lake Shore & Michigan Southern Ry.



Pennsylvania Ry. Co's.



1

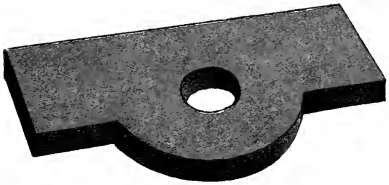


2

3

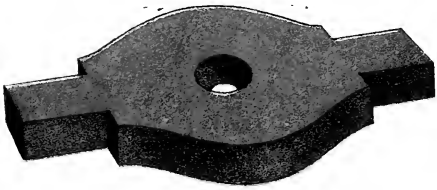
4

1

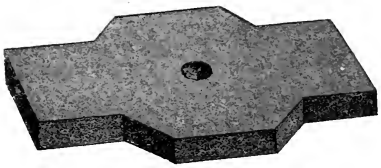


2

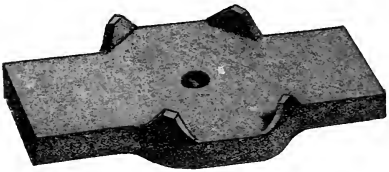
3



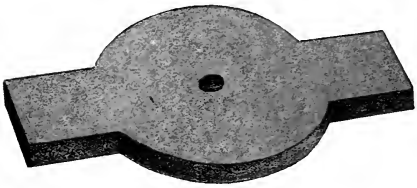
4



4 1/2

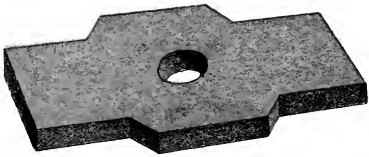


5

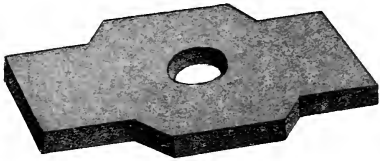


6

7

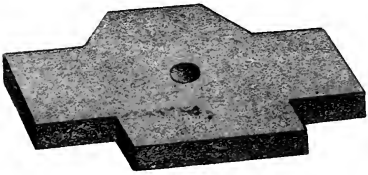


$7\frac{1}{2}$

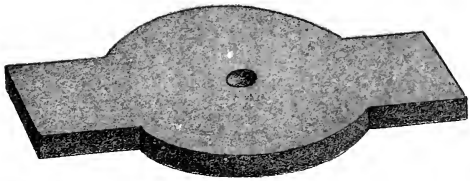


8

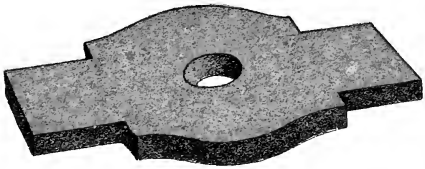
9



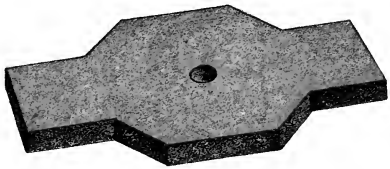
10



11

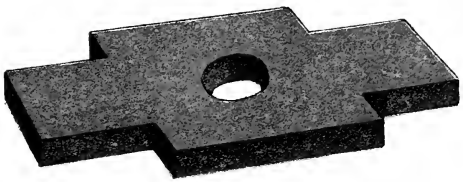


12

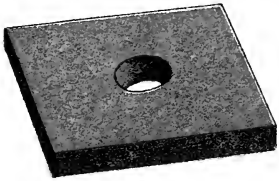


12 $\frac{1}{2}$

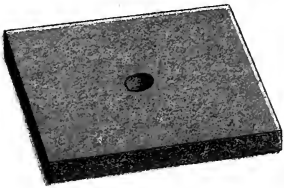
13



14



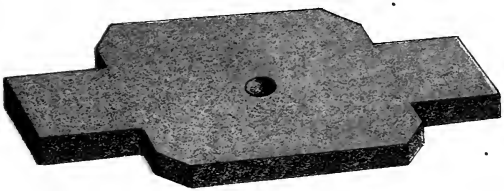
14 $\frac{1}{2}$



15

15 1/2

16



Otto Krebs lith. Pittsburgh.

To Rail Road Companies and Car Manufacturers.

GENTLEMEN:

In calling your attention to our improved method of manufacturing

Face and Follower (or Spring) Plates

AND

BLANKS FOR DRAWBARS,

We are warranted in saying that we have achieved that which is a great saving to Car Builders and Rail Road Companies, from the fact that Drawbars made in this way cost less, and are much more durable, than of a corresponding weight forged.

We will first direct your attention to the unbent bar, which is rolled and punched as represented. The iron is not punched out, but swelled to the sides, making the bar one-half inch wider at that place; and the rolls are so constructed that they make the bar one-quarter inch thicker, and neatly tapered towards the ends, so that when it is bent it is perfect. In this way the fibre of the iron is not cut or destroyed, as in the old plan of drilling the hole, avoiding danger of the bar cracking at that point where the greatest strength is required.

It is well known by those interested in the construction and durability of Drawbars, that three-fourths

of all that are rendered worthless are broken where the iron is bent, or where it is destroyed by the drilling process.

These facts alone we claim should recommend our Bar to all those interested, to say nothing of the time and labor saved by adopting the use of them.

Our Face and Follower Plates

Are all made by machinery, and those who are familiar with the manufacture of these articles will readily see the advantage gained. To stand the process of manufacture, the iron from which these plates are made must be much superior to that generally used for this purpose; therefore the material we use is the

Best Cross-Piled Re-Rolled Iron,

The fibre of which runs across as well as lengthwise of the plate. The holes by which the Face Plates are fastened to the Drawbars are punched when cold and countersunk, so that when riveted on there is no unmechanical and unnecessary lump or rivet head, but a plain smooth surface.

The Follower Plates are always ready for use, requiring but little time to replace old ones that are broken and worn out, each one being an exact counterpart of the other.

The time saved to Mechanics and Rail Road Companies, in being able to procure them in quantities and having them on hand ready for use, is a great consideration.

Out of thousands of these Plates manufactured, many of which have been in constant use for a long time, we have not yet heard of one that did not give entire satisfaction.

We Make these Articles a Specialty,

And can furnish them in parts, or the Drawbar complete, cheaper and more durable than they can be made in shops of Rail Road Companies, as all our shapes are covered by Letters Patent issued to JOHN T. WILSON, who has had years of valuable experience in the manufacture of Forgings for Cars.

We refer to the following Rail Road Companies and Car Builders who are using our Material:

Pennsylvania R. R. Co.
Pittsburgh, Fort Wayne and Chicago R. R. Co.
Pittsburgh, Cincinnati and St. Louis R. R. Co.
Cleveland, Columbus, Cincinnati and Indianapolis R. R. Co.
Gilman, Clinton and Springfield R. R. Co.
New York and Oswego Midland R. R. Co.
Richmond, Fredericksburgh and Potomac R. R. Co.
North Penn R. R. Co.
Philadelphia and Erie R. R. Co.
Allegheny Valley R. R. Co.
Erie and Pittsburgh R. R. Co.
Philadelphia, Wilmington and Baltimore R. R. Co.
Northern Central R. R. Co.
Union Line Transportation Co.

Lambertville Iron Works, Lambertville, N. J.
Shoeber & Johnson, Reading, Pa.
F. Gardner, Carlisle, Pa.
Shoenberger & Bryant, Duluth, Minn.
Ranlet Manufacturing Company, Laconia, N. H.
McNairy & Claflin Manufacturing Co., Cleveland, O.
Russell & Co., Massillon, O.
Mansfield Machine Works, Mansfield, Ohio.
The Harlan & Hollingsworth Co., Wilmington, Del.
Missouri Car and Foundry Co., St. Louis, Mo.
Pittsburgh and M'Keesport Car Co., M'Keesport, Pa.
Erie Car Works, Erie, Pa.
Michael Schall, York, Pa.
W. C. Allison & Son, Philadelphia, Pa.
Murray, Dougal & Co., Milton, Pa.
Billmeyer & Smalls, York, Pa.
P. L. Weimer & Bro., Lebanon, Pa.
Middletown Car Manufacturing Co., Middletown, Pa.
Lehigh Car Manufacturing Co., Stemton, Pa.
W. L. Sands & Co., Pottstown, Pa.
Jackson & Sharp Company, Wilmington, Del.
Harrisburg Car Manufacturing Co., Harrisburg, Pa.
G. W. Bitner, Pittsburgh, Pa.

DIMENSIONS OF DRAWBARS.

North Pacific Railway.

Entire length, 40 inches. Pocket, 8½ by 6½ inches.
Iron, 4 by 1 inch. No. 4 Face Plates.

Atlantic and Great Western Railway.

Entire length, 40 inches. Pocket, 10⅜ by 7¾ inches.
Iron, 3½ by 1 inch. No. 4 Face Plate.

Entire length, 40 inches. Pocket, 10¾ by 7¾ inches.
Iron, 3½ by 1 inch. No Face Plates.

St. Louis, Kansas City and Northern.

Entire length, 42½ inches. Pocket, 8½ by 6½ inches.
Iron. 3½ by 1 inch. No. 2 Face Plate.

Pittsburgh, Fort Wayne and Chicago.

Entire length, 30 inches. 4 by 1 inch Iron.
No. 1 Face Plate.

Lake Shore and Michigan Southern.

Entire length, 40 inches. Pocket, 8½ by 6¼ inches.
Iron, 3 by 1 inch. No. 3 Face Plate.

Pennsylvania Central.

Entire length, 18½ inches. Iron, 4 by 1 inch.
No. 1 Face Plate.

DIMENSION OF FACE PLATES.

P. R. R. Pattern.

No. 1. 13½ inches long by 8 wide.
Slot, 7½ by 2¼ inches.

St. L., K. C. and N. Ry. Pattern.

No. 2. 13½ inches long by 8 wide.
Slot, 7½ by 2 inches.

N. Y. C. and L. S. & M. S. Rys.

No. 3. 12½ inches long by 8¼ wide.
Slot, 6 by 2¼ inches.

Northern Pacific.

No. 4. 13½ inches long by 8 wide.
Slot, 6 by 2¼ inches.

DIMENSION of FOLLOWER PLATES.

P. R. R. and P. C. & St. L. Pattern.

No. 1. 12 inches long by 6 wide, 1 inch thick.
3 inches long in draught by 3½ wide.

N. C. Ry. Pattern.

No. 2. 10 inches long by 6 wide, 1 inch thick.
2 inches long in draught by 1¾ wide.

P., Ft. W. & C. and E. & P. Ry.

No. 3. 13½ inches long by 7 wide, 1½ inches thick.
2⅞ inches long in draught by 1⅞ wide.

N. Y. C. Ry. Pattern.

No. 4. 12 inches long by 6 wide, 1½ inches thick.
3 inches long in draught by 3½ wide.

No. 4½. Same dimensions, with lips.

C. C. C. and I. C. Ry. Pattern.

No. 5. 13 inches long by 7 wide, 1 inch thick.
3½ inches long in draught by 3 wide.

B. & O. and P. W. & B. Rys. Pattern.

No. 6. 10¼ inches long by 6 wide, 1 inch thick.
2¼ inches long in draught by 1½ wide.

Boston and Troy Railway.

No. 7. 11½ inches long by 6 wide, 1 inch thick.
3 inches long in draught by 3¾ wide, 1¾ in. hole.

No. 7½. Same dimensions, with 2¼ inch hole.

C. Mt. V. & D. Ry.

No. 8. 8 inches long by 6 wide, 1 inch thick.
2 inches long in draught by 4 wide.

L. M. C. and X. Ry. Pattern.

No. 9. 12 inches long by 6 wide, 1 inch thick.
$2\frac{3}{4}$ inches long in draught by $2\frac{3}{4}$ wide.

A. and G. W. Ry. Pattern.

No. 10. 14 inches long by 7 wide, $1\frac{1}{2}$ inches thick.
$3\frac{1}{2}$ inches long in draught by $3\frac{1}{2}$ wide.

N. H. and M. Ry. Pattern.

No. 11. 13 inches long by 6 wide, $1\frac{1}{4}$ inches thick.
3 inches long in draught by 3 wide.

L. M. C. and X. Pattern.

No. 12. 12 inches long by 6 wide, $1\frac{1}{4}$ inches thick.
$2\frac{3}{4}$ inches long in draught by $2\frac{3}{4}$ wide.

No. 12½. Same dimensions, 1 inch thick.

No 13. $13\frac{1}{2}$ inches long by 6 wide, $1\frac{1}{4}$ inches thick.
$3\frac{1}{2}$ inches long in draught by 3 wide.

N. Y. and O. M. Ry. Pattern.

No. 14. $8\frac{1}{2}$ inches long by 6 wide, $1\frac{1}{2}$ inches thick.

St. L., K. C. and N. Ry.

No. 14½. $8\frac{1}{2}$ inches long by 6 wide, $1\frac{1}{4}$ inches thick.

C. C. and I. C. Ry. Pattern.

No. 15. 9 inches long by 6 wide, 1 inch thick, 2 in. hole.

North Pacific Railway Pattern.

No. 15½. 9 inches long by 6 wide, $1\frac{1}{4}$ inch thick, 1 in. hole.

P. R. R. Passenger Car Pattern.

No. 16. $14\frac{1}{2}$ inches long by $6\frac{1}{2}$ wide, 1 inch thick.
$3\frac{1}{4}$ inches long in draught by $2\frac{3}{4}$ wide.

8 —
5 —
12 —
12 —
37
8
$45.00